

UTAH'S UNIFIED TRANSPORTATION PLAN: 2011-2040

Utah's Existing Transportation Network

Utah's existing transportation system offers travelers multiple modes to meet transportation needs.

- State Roads: approx. 6,000 miles
- Local Roads: approx. 35,000 miles
- Public Transit Rail: more than 80 miles
- Buses: approx. 600
- Bicycle and Pedestrian Facilities
- Airports
- Freight Rail and Passenger Rail

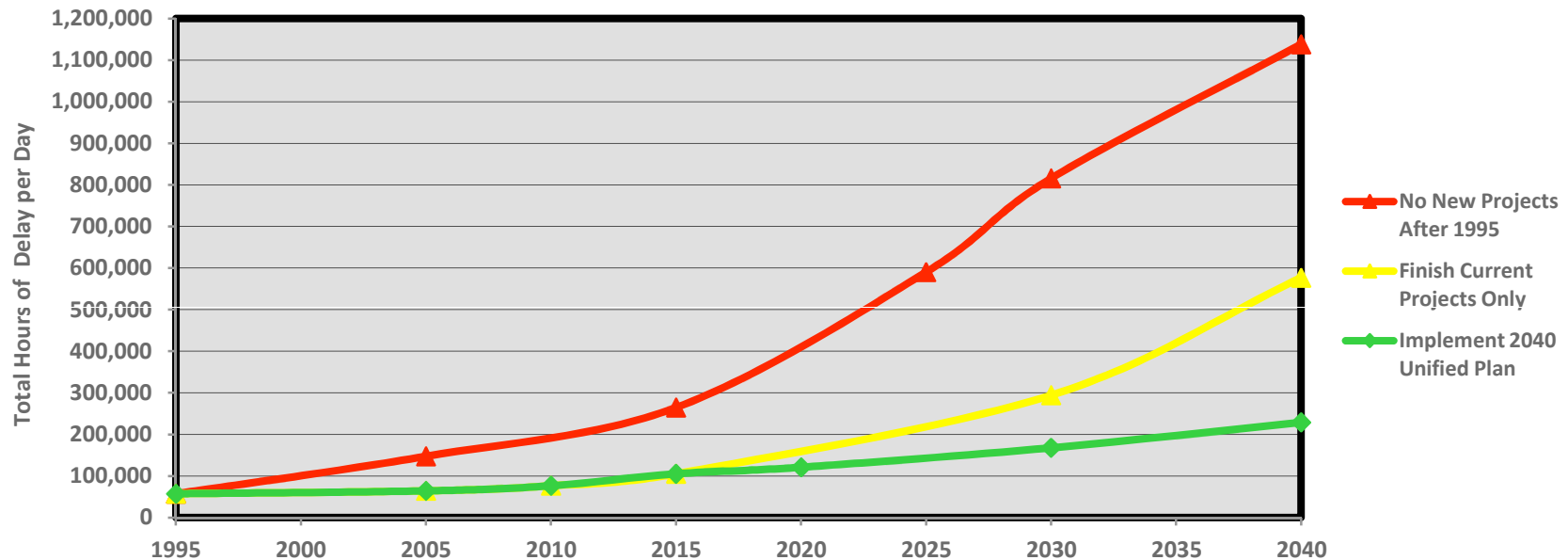
Utah's Existing Transportation Network

Utah's existing transportation system functions efficiently.

- Annual vehicle miles traveled (VMT) were 26.6 billion in 2010
- The Texas Transportation Institute recently rated the Salt Lake metro area 8th best (out of 32 – large urban areas) in peak hour congestion and 5th best in annual congestion costs
- The Utah Transit Authority provided 37 million transit trips in 2010
- US News & World Report ranked Salt Lake as having the 6th best public transportation in the country based on investment, ridership, and safety

Benefits of Past Investments in Transportation

*Impact of Transportation Capacity Projects on Delay Along the Wasatch Front -
Weber, Davis, Salt Lake and Utah Counties*

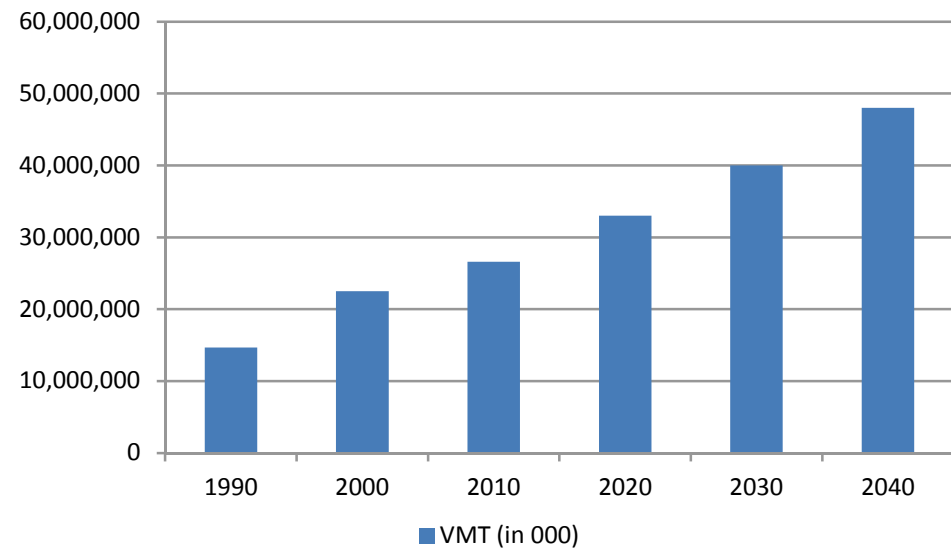
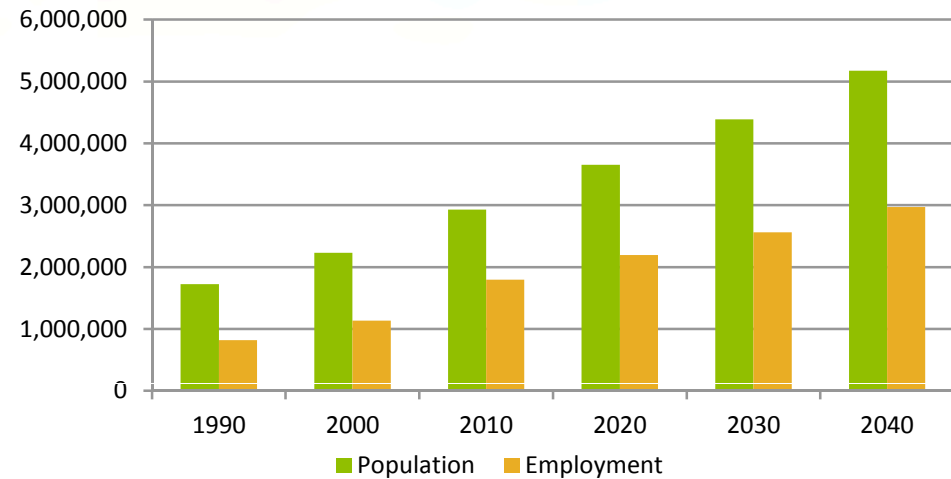


Past investments in transportation have significantly reduced growth in congestion.

- Without our previous transportation investments current vehicle hours of delay would have been 2.5 times higher
- If no new capacity investments are made the vehicle hours of delay would be 2.5 times higher than with the projects in the Unified Transportation Plan

Future Challenges

- Utah's population is expected to grow from nearly 3 million in 2010 to over 5 million in 2040.
- Utah's employment is expected to grow from about 1.8 million in 2010 to nearly 3 million in 2040.
- Annual vehicle miles traveled (VMT) statewide is expected to grow more than 80 percent from 26.6 billion in 2010 to 48 billion in 2040.



What this growth means for Utah's transportation system

We need to:

- Add capacity and provide more transportation choices



Mountain View Corridor Construction

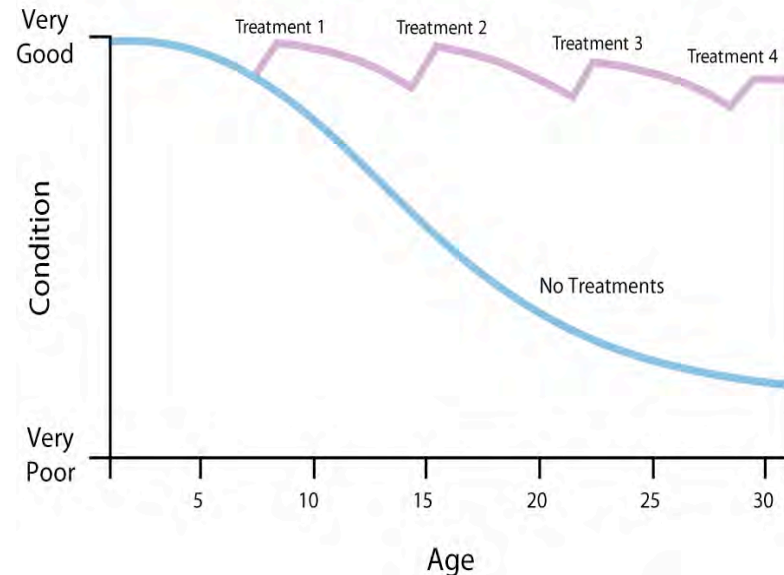
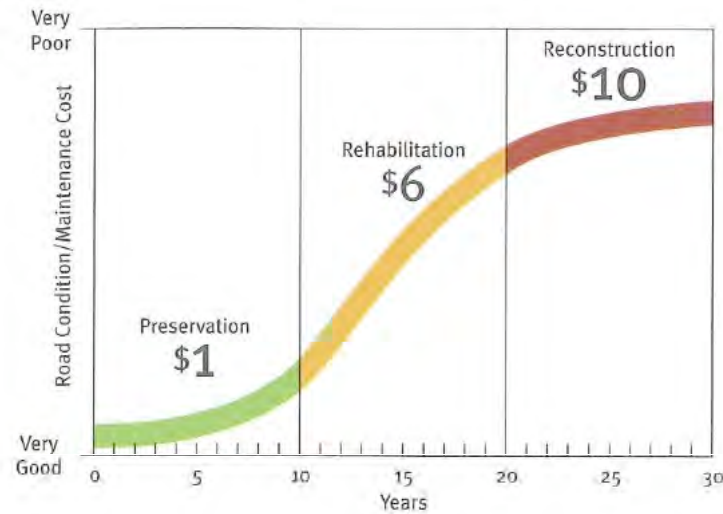


FrontRunner South Construction

What this growth means for Utah's transportation system

We need to:

- Add capacity and provide more mode options
- Preserve what we already have



What this growth means for Utah's transportation system

We need to:

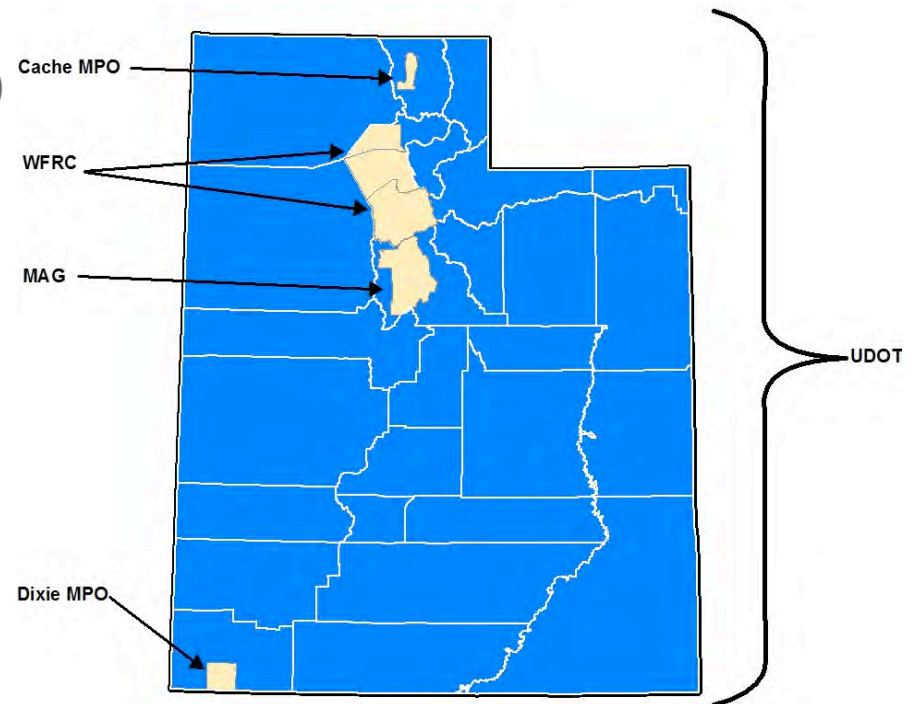
- Add capacity and provide more mode options
- Preserve what we already have
- Continue to operate the system efficiently and safely



UDOT Traffic Operations Center (TOC)

Utah's Unified Transportation Plan: 2011-2040

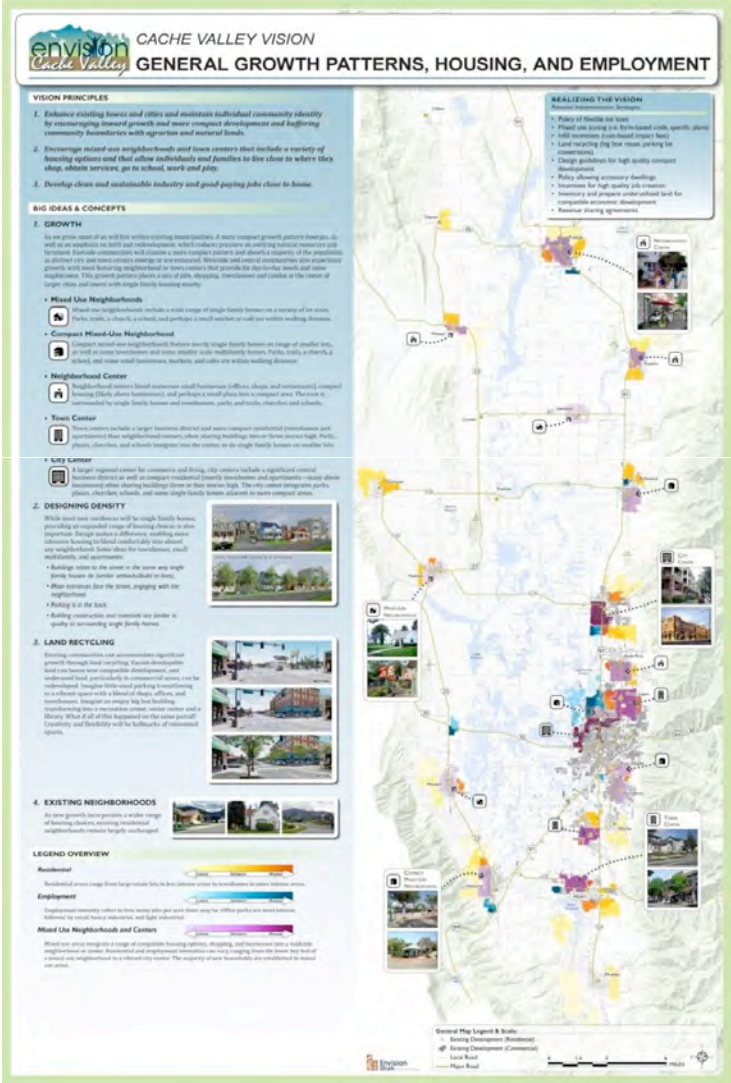
- Combines the long-range transportation plans for:
 - Cache MPO
 - Wasatch Front Regional Council (WFRC)
 - Mountainland Association of Governments (MAG)
 - Dixie MPO
 - UDOT (Rural)
- The Unified Plan identifies statewide transportation priorities and projects over the next 30 years.
- The Unified Plan includes state roads, local roads, and transit facilities.
- The Unified Plan is comprehensive in addressing capacity, preservation, maintenance, and operations.



Transportation Planning Process: Visioning and Strategic Planning

Each agency has conducted an extensive visioning and strategic planning process which serve as the foundation for their long-range transportation plans:

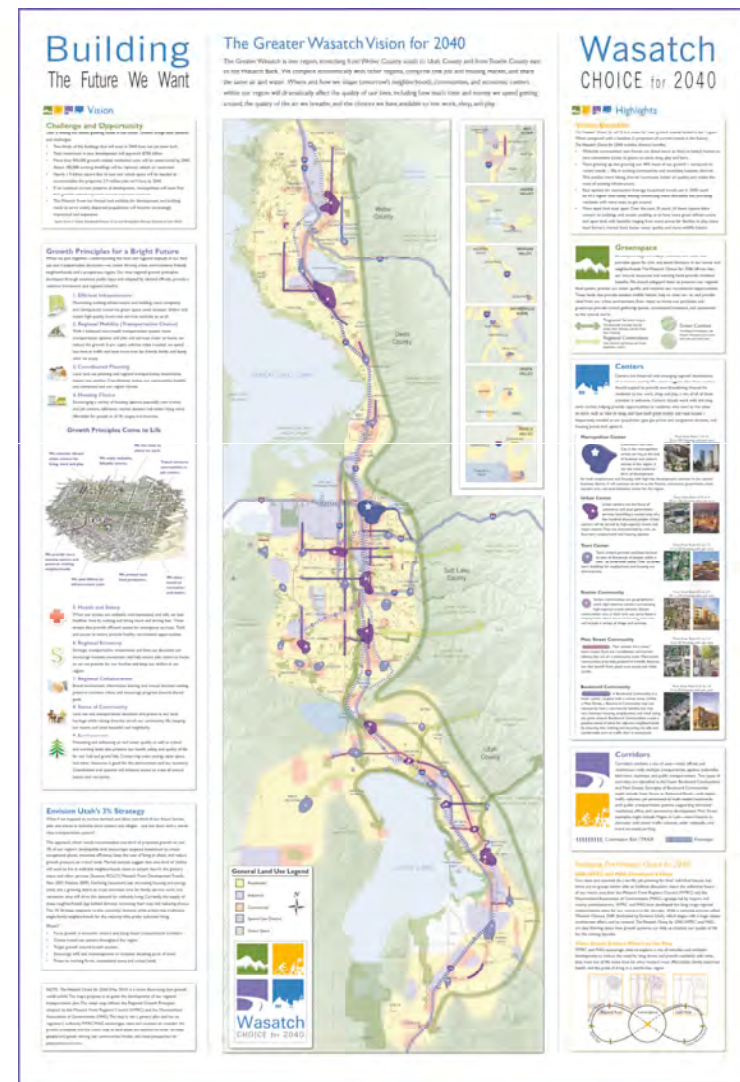
- Envision Cache Valley (Cache MPO)



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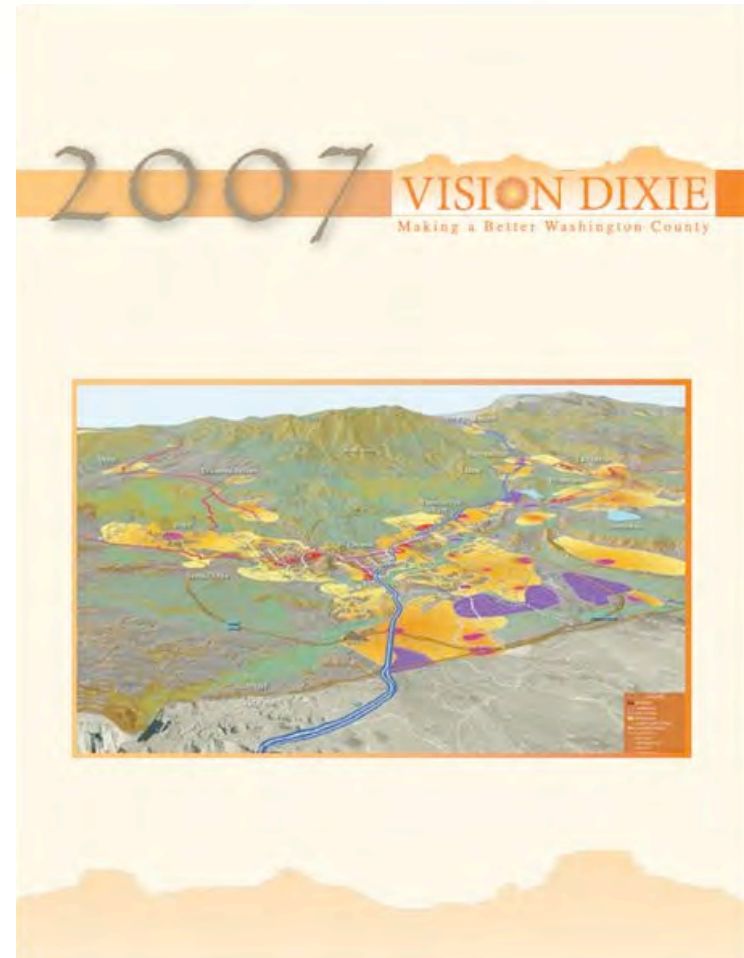
- Envision Cache Valley (Cache MPO)
- Wasatch Choice for 2040 (WFRC and MAG)



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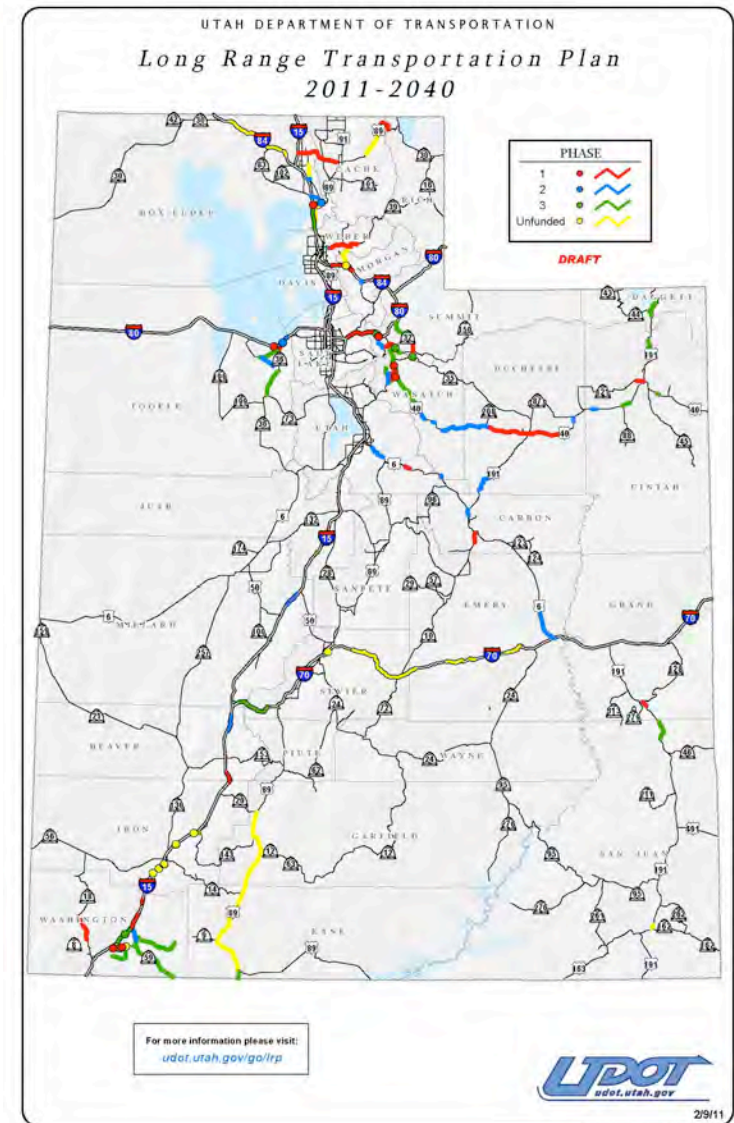
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- Wasatch Choice for 2040 (WFRC and MAG)
- Vision Dixie (Dixie MPO)



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- Envision Cache Valley (Cache MPO)
- Wasatch Choice for 2040 (WFRC and MAG)
- Vision Dixie (Dixie MPO)
- Utah Rural Planning efforts



Transportation Planning Process: Visioning and Strategic Planning

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- Envision Cache Valley (Cache MPO)
- Wasatch Choice for 2040 (WFRC and MAG)
- Vision Dixie (Dixie MPO)
- Utah Rural Planning efforts
- Statewide Strategic Goals (UDOT)

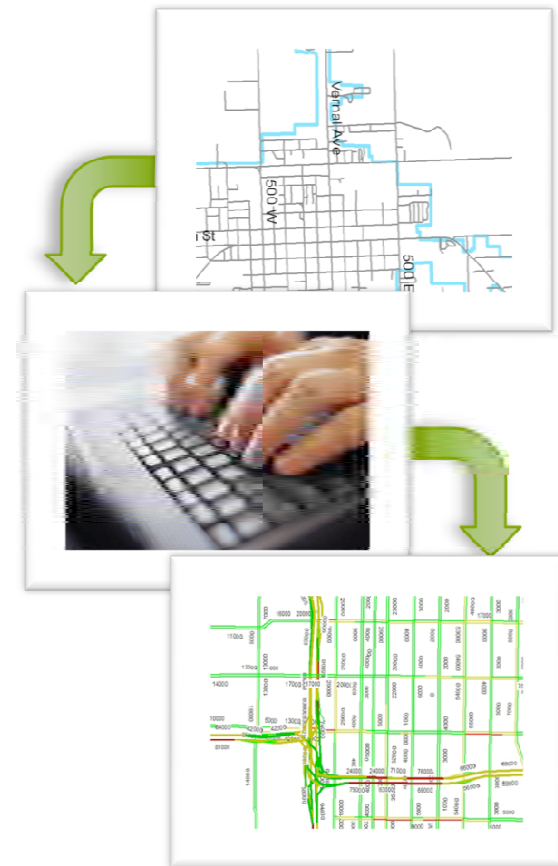


- 1** Preserve infrastructure
- 2** Optimize mobility
- 3** Improve safety
- 4** Strengthen the economy

Transportation Planning Process: Travel Demand Modeling

UDOT and the MPOs perform extensive travel demand modeling to determine future transportation needs.

- Model Inputs:
 - Forecast future land use, population, and employment
 - Road network
 - Transit network
- Model Outputs:
 - Traffic volumes
 - Travel patterns
 - Transit ridership



Transportation Planning Process: Public Involvement

Extensive public input at every stage of the transportation planning process.

- Open Houses
- Websites
- Social Media
- News Media
- Outreach to the transportation disadvantaged
- Technical Advisory Committees
- Elected Officials



Utah's Unified Transportation Plan Highway Project Lists and Maps

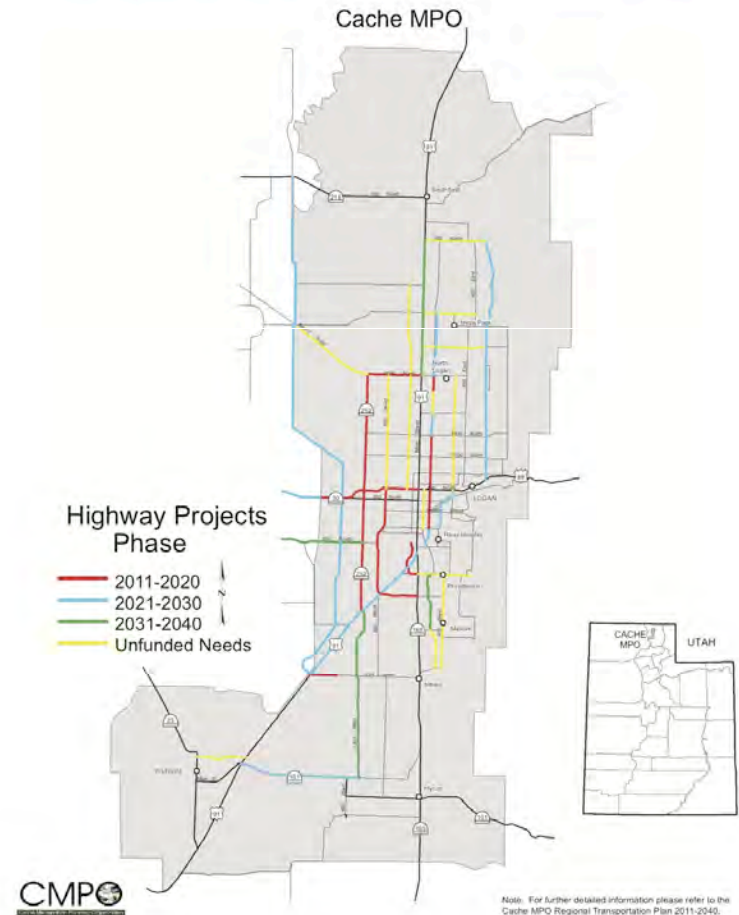
Example:

PHASE TWO 2021-2030

County	Planning Jurisdiction	Route	Project Name and Location	Length	Improvement Type	Estimated Cost ² in Millions
Box Elder	UDOT	SR-240	SR-240, MP 0 to MP 1.2, I-15 to SR-38	1.1	Widening	\$7
Box Elder	UDOT	US-89	US-89, MP 435, US-90, Brigham City	NA	Interchange Upgrade	\$25
Box Elder	UDOT	SR-13	SR-13, MP 2.9 to MP 5.7, SR-38 Junction to I-15	2.8	Widening	\$27
Box Elder/Cache	UDOT	SR-30	*SR-30, MP 90.7 to MP 107.6; SR-38 to Cache MPO Boundary at 1900 West	16.9	Widening	\$106
Cache	CMPO		200 East, 300 South to 100 East, Logan	0.4	Widening	\$7
Cache	CMPO		Western Art, US-89/91 to SR-218, Logan to Smithfield	11.7	Widening	\$157
Cache	CMPO	SR-101	SR-101 Hyrum, US-89/91 to 200 West, Hyrum	2.8	Widening	\$38
Cache	CMPO		Canyon Road, 300 South to 400 North, Logan	1.0	Widening	\$23
Cache	CMPO		200 East North, 1400 North to 1800 North, Logan	0.8	Widening	\$7
Cache	CMPO		200 East North, 2500 North to Hyde Park Lane, Hyde Park	1.5	Widening	\$16
Cache	CMPO	SR-30	SR-30, Rural UDOT Cache County Line to 1900 West	8.5	Widening	\$106
Cache	CMPO	US-89/91	US-89/91, 3200 South to Y Intersection, Logan	4.0	Widening	\$63
Cache	CMPO		1200 East, US-89 to 300 North, Hyde Park	4.4	Widening	\$39
Carbon	UDOT	US-8	US-8, MP 250 to MP 252.5, US-101 to Mosper	2.5	Widening/Interchange	\$15
Davis	WFRG	SR-37	SR-37, 1800 North, West Davis Corridor to 2000 West	2.0	Widening	\$30
Davis	WFRG	SR-193	SR-193 Extension, West Davis Corridor to 2000 West	2.2	New Construction	\$56
Davis	WFRG		Gordon Avenue (1000 North), Fairfield Road to 1500 East	0.7	Widening	\$10
Davis	WFRG		Gordon Avenue (1000 North), 1800 East to US-89	1.3	New Construction	\$28
Davis	WFRG	SR-67	SR-67 (West Davis Corridor), Weber County Line to Syracuse Road	4.9	New Construction	\$217
Davis	WFRG	SR-68	SR-68 (Redwood Road), 500 South to 2500 South	1.7	Widening	\$23
Davis	WFRG	US-89	US-89, I-84 to Antelope Drive	3.2	Widening	\$147
Davis	WFRG	I-15	I-15, Interchange, Hill Field Road	NA	Upgrade	\$108
Davis	WFRG		2000 South/1100 North, 1150 West Railroad Crossing	NA	New Construction	\$36
Davis	WFRG	US-89	US-89, Interchange, Gordon Avenue	NA	New Construction	\$108
Davis	WFRG	US-89	US-89, Interchange, SR-109 (Oak Hills Drive)	NA	New Construction	\$108
Duchesne	UDOT	US-40	US-40, MP 107.6 to 108.8, Eastern Limit of Duchesne to Western Limit of Roosevelt	1.2	Passing Lanes	\$2
Duchesne	UDOT	US-191	US-191, NB/SB from 1 lane to 2 lanes, MP 262.2 to MP 271.8	9.6	Passing Lanes	\$14
Iron	UDOT	I-15	I-15, MP 57.0, Cross Hollow Road, Cedar City	NA	Interchange Upgrade	\$40
Millard	UDOT	I-15	I-15, NB/SB from 2 lanes to 3 lanes, MP 180.2 to MP 187.1	6.9	Passing Lanes	\$28
Morgan	UDOT	SR-66	SR-66, MP 12.7 to MP 13.6, from Morgan City to I-64	0.9	Widening	\$5
Salt Lake	WFRG	I-80	I-80, 1300 East to I-215 (East)	3.5	Widening	\$441
Salt Lake	WFRG	SR-201	SR-201, SR-111 Bypass to Mountain View Corridor	4.0	Widening	\$180
Salt Lake	WFRG	SR-201	SR-201, Mountain View Corridor to I-15	7.0	Widening	\$315
Salt Lake	WFRG	SR-171	SR-171 (3500 South), 7200 West to Mountain View Corridor	1.7	Widening	\$33
Salt Lake	WFRG		4700 South, 6400 West to 4000 West	2.3	Widening	\$41
Salt Lake	WFRG	SR-173	SR-173 (5400 South), SR-111 to Mountain View Corridor	2.4	Widening	\$43
Salt Lake	WFRG		7000 South, Bangor/er Highway to Redwood Road	1.9	Widening	\$32
Salt Lake	WFRG	SR-269	9000 South, Bangor/er Highway to I-15	4.0	Widening	\$88
Salt Lake	WFRG		10400 South/10800 South, SR-111 to Mountain View Corridor	2.0	New Construction	\$47
Salt Lake	WFRG		11800 South, SR-111 to 5500 West	2.4	Widening	\$39
Salt Lake	WFRG		12600 South, Mountain View Corridor to Bangor/er Highway	1.8	Widening	\$27

Utah's Unified Transportation Plan

2011 - 2040



Utah's Unified Transportation Plan Transit Project Lists and Maps

Example:

PHASE THREE 2031-2040

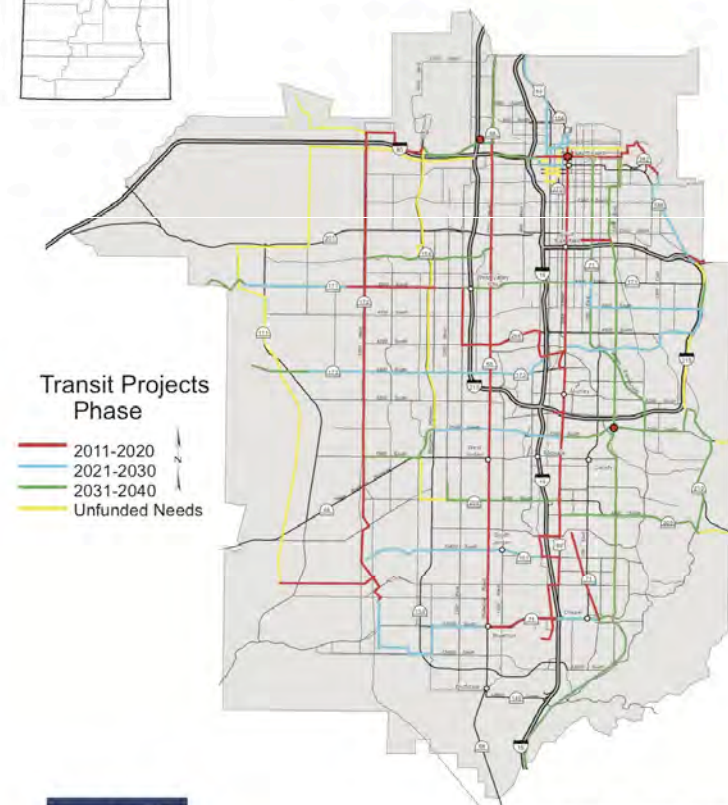
County	Planning Jurisdiction	Route ¹	Project Name and Location	Length	Improvement Type	Estimated Cost ² in Millions
Salt Lake	WFRC		1300 East (South) Bus Rapid Transit	12.5	Bus Rapid Transit	\$373
Salt Lake	WFRC		700 East Bus Rapid Transit	7.8	Bus Rapid Transit	\$523
Salt Lake	WFRC		Draper Line TRAX Extension (South)	21.5	Light Rail	\$1,047
Salt Lake	WFRC		Sugarhouse Streetcar (Westminster Segment)	1.6	Streetcar	\$80
Salt Lake	WFRC		Parkway Boulevard Bus Rapid Transit	12.5	Bus Rapid Transit	\$212
Salt Lake	WFRC		9000 South West Side Corridor	5.2	Bus Rapid Transit	\$153
Salt Lake	WFRC		10200/10400 South Enhanced Bus (BRT 1)	4.8	Enhanced Bus	\$58
Salt Lake	WFRC		5400 South Redwood Road Park-and-Ride	NA	Park-and-Ride	\$5
Salt Lake	WFRC		3100 South/5600 West Park-and-Ride	NA	Park-and-Ride	\$5
Salt Lake	WFRC		6200 South/5600 West Park-and-Ride	NA	Park-and-Ride	\$5
Salt Lake	WFRC		5400 South/5600 West Park-and-Ride	NA	Park-and-Ride	\$5
Salt Lake	WFRC		Fort Union Transit Center	NA	Transit Hub	\$5
Salt Lake	WFRC		Little Cottonwood Canyon Park-and-Ride	NA	Park-and-Ride	\$5
Salt Lake	WFRC		Big Cottonwood Canyon Park-and-Ride	NA	Park-and-Ride	\$5
Salt Lake	WFRC		Redwood Road Bus Rapid Transit	23.6	Bus Rapid Transit	\$285
Salt Lake	WFRC		Salt Lake City, Foothill Drive, Wasatch Drive Corridor	17.2	Bus Rapid Transit	\$482
Salt Lake	WFRC		Slate Street Bus Rapid Transit	15.4	Bus Rapid Transit	\$338
Salt Lake	WFRC		7000 South/7800 South Enhanced Bus (BRT 1)	11.0	Enhanced Bus	\$56
Salt Lake	WFRC		5600 West Corridor	26.5	Bus Rapid Transit	\$377
Salt Lake	WFRC		North Redwood Enhanced Bus (BRT 1)	11.0	Enhanced Bus	\$31
Salt Lake	WFRC		12300/12600 South Bus Rapid Transit	11.5	Bus Rapid Transit	\$446
Salt Lake	WFRC		1300 East (North) Bus Rapid Transit	10.0	Bus Rapid Transit	\$90
Salt Lake	WFRC		Fort Union Boulevard Corridor	6.2	Bus Rapid Transit	\$330
Salt Lake	WFRC		9400 South Corridor	7.8	Bus Rapid Transit	\$320
Salt Lake	WFRC		5400 South Corridor	10.2	Bus Rapid Transit	\$371
Salt Lake	WFRC		3900/3500 South Corridor	5.5	Bus Rapid Transit	\$379
Utah	MAG		FrontRunner Commuter Rail, Payson to Santaquin Line	6.5	Commuter Rail	\$331
Utah	MAG		Enhanced Bus Route, Spanish Fork to Payson Line	9.5	Enhanced Bus	\$41
Utah	MAG		TRAX Light Rail, Draper to Orem Line	16.5	Light Rail	\$2,300
Weber	WFRC		Ogden Downtown Streetcar Circulator	0.6	Streetcar	\$161
Weber	WFRC		West Weber, West Davis Enhanced Bus (BRT 1)	22.8	Enhanced Bus	\$107
Weber/Davis/Salt Lake	WFRC		North Ogden, Salt Lake Corridor (North)	47.0	Bus Rapid Transit	\$753
Washington	DMPO		Bus Rapid Transit Corridor, St. George to Hurricane	19.0	New Construction	\$177

Utah's Unified Transportation Plan

2011 - 2040



Wasatch Front Regional Council Salt Lake Area



Transit Projects Phase

- 2011-2020
- 2021-2030
- 2031-2040
- Unfunded Needs



Note: For further detailed information please refer to the Wasatch Front Regional Transportation Plan 2011-2040 which can be found at www.wfrc.org

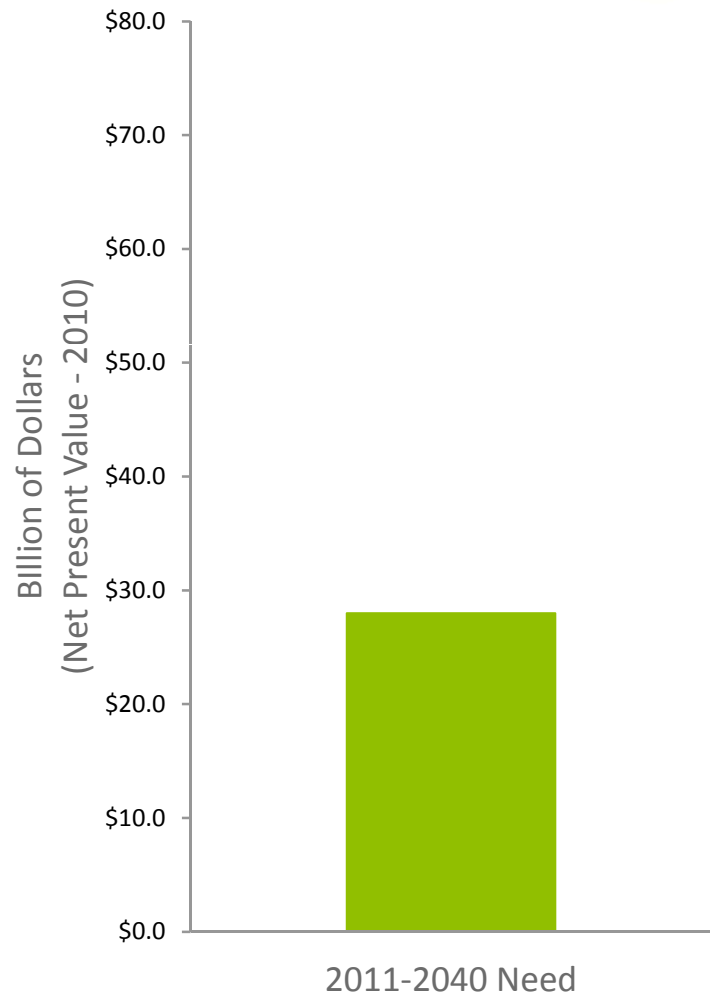
Utah's Unified Transportation Plan: Cost and Revenue Estimates

The Unified Plan is financially constrained. It is based on reasonable cost and revenue assumptions developed by a Unified Plan finance committee.

- Cost assumption examples:
 - Construction cost inflation index
 - Average cost per mile for various right-of-way widths
- Revenue assumption examples:
 - Performance of existing revenue sources
 - Assumptions of changed or new revenue sources

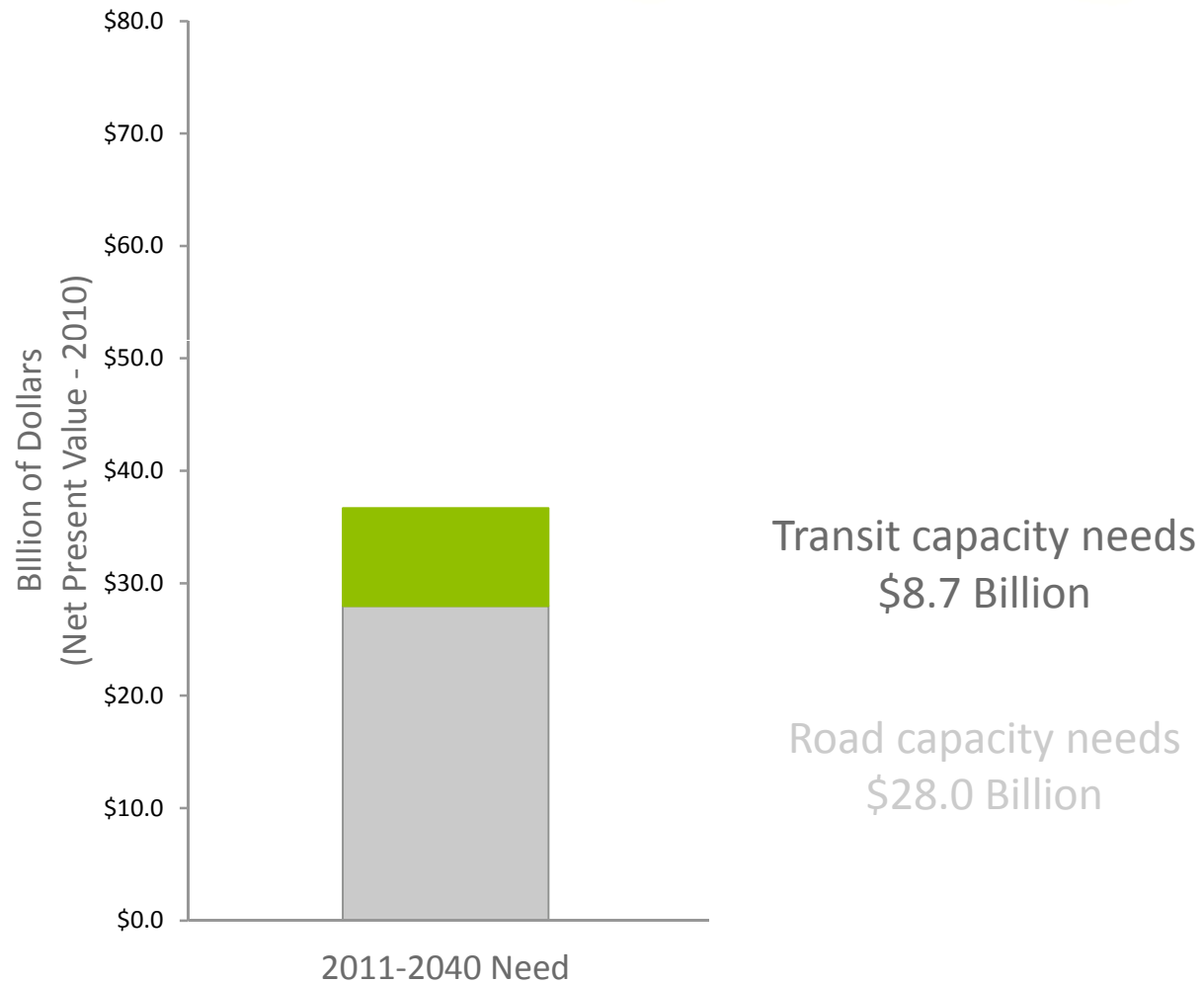


Transportation Needs

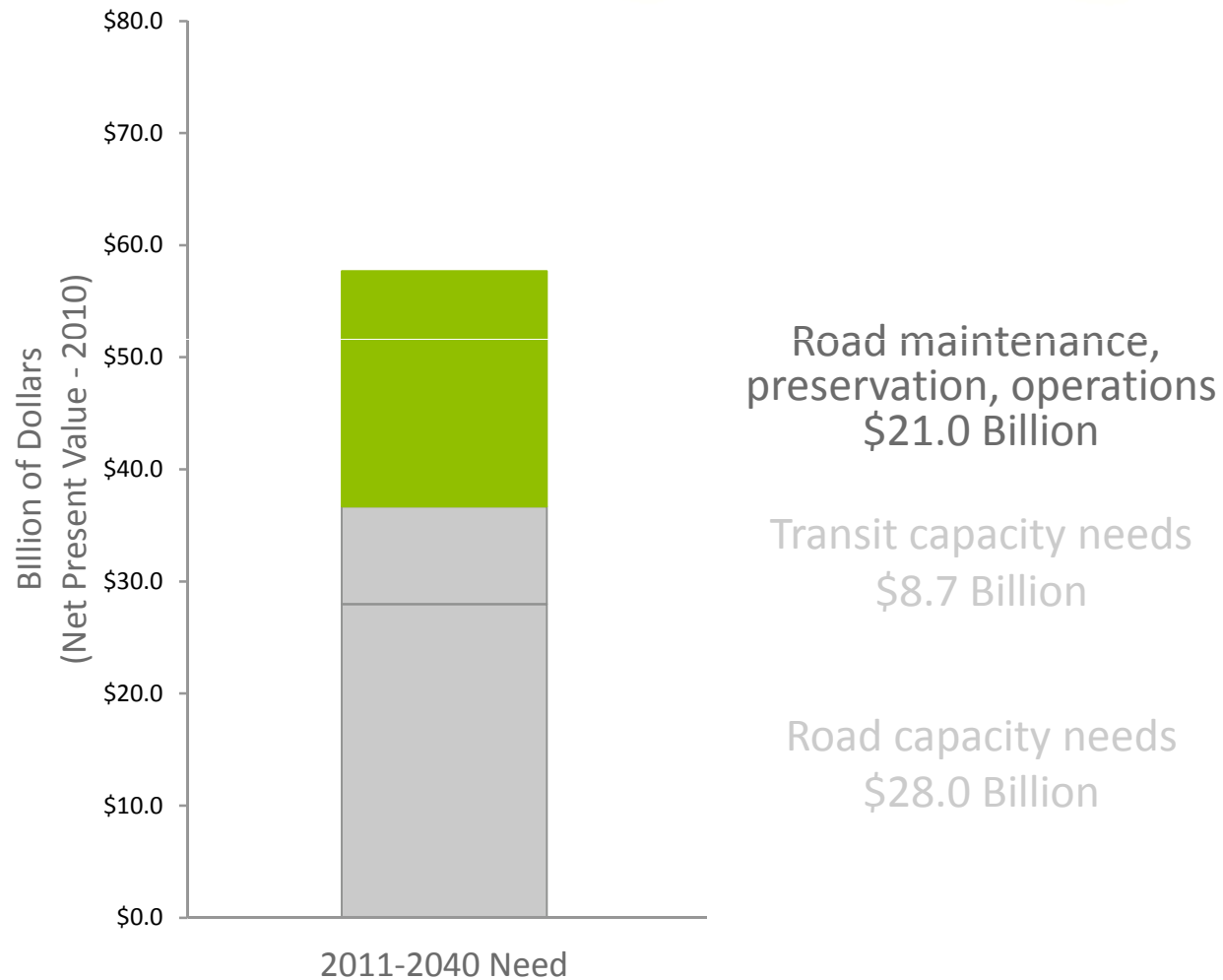


Road capacity needs
\$28.0 Billion

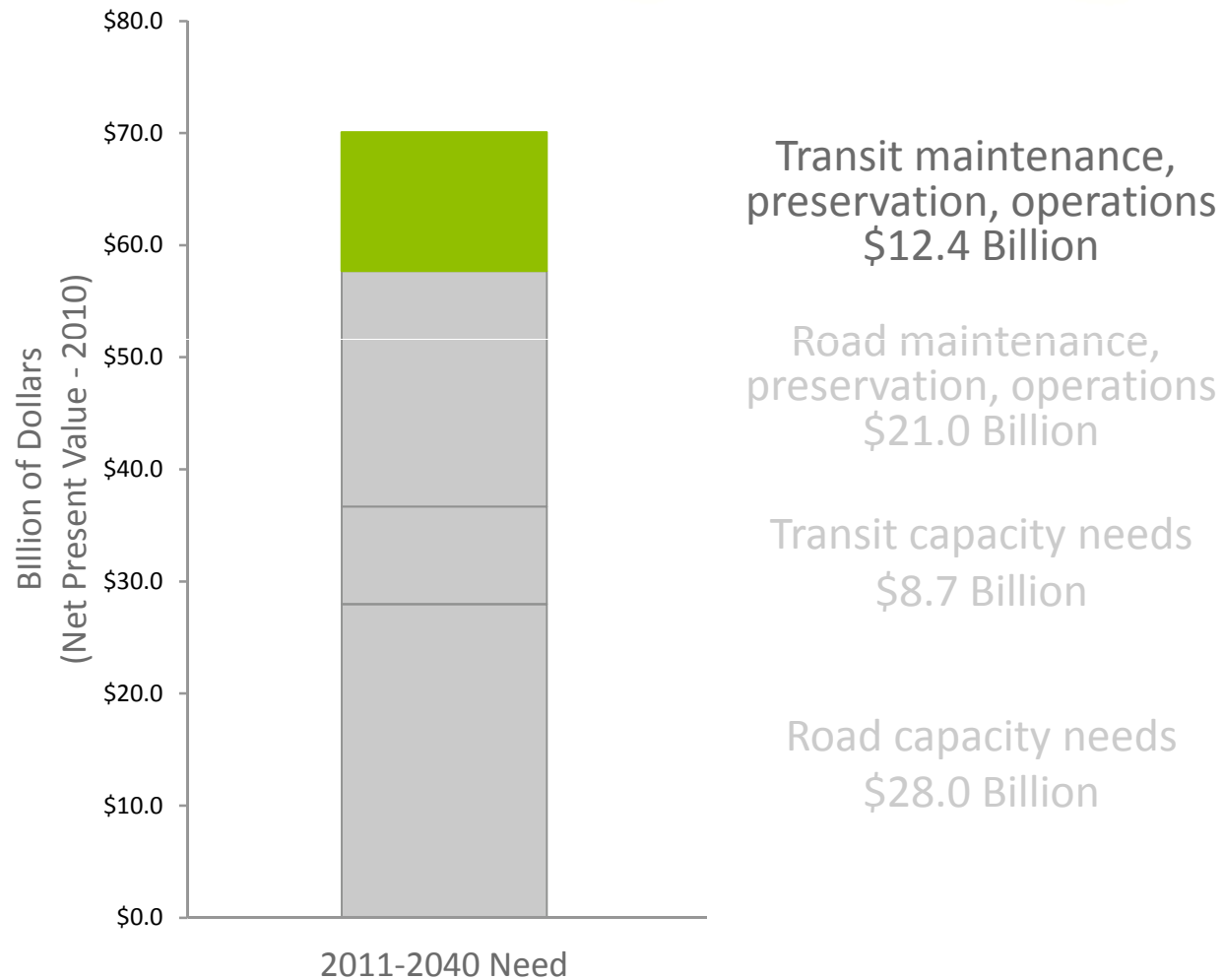
Transportation Needs



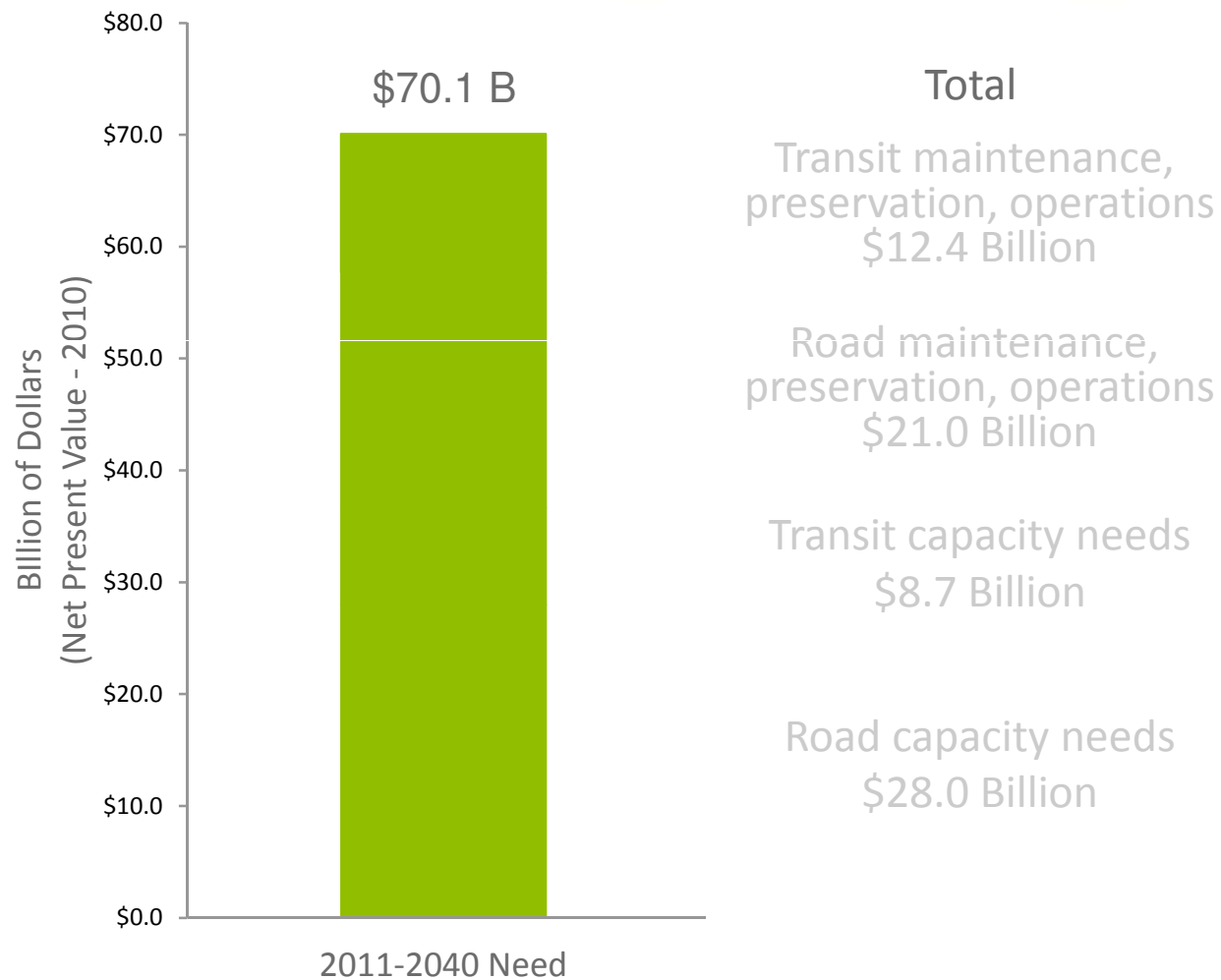
Transportation Needs



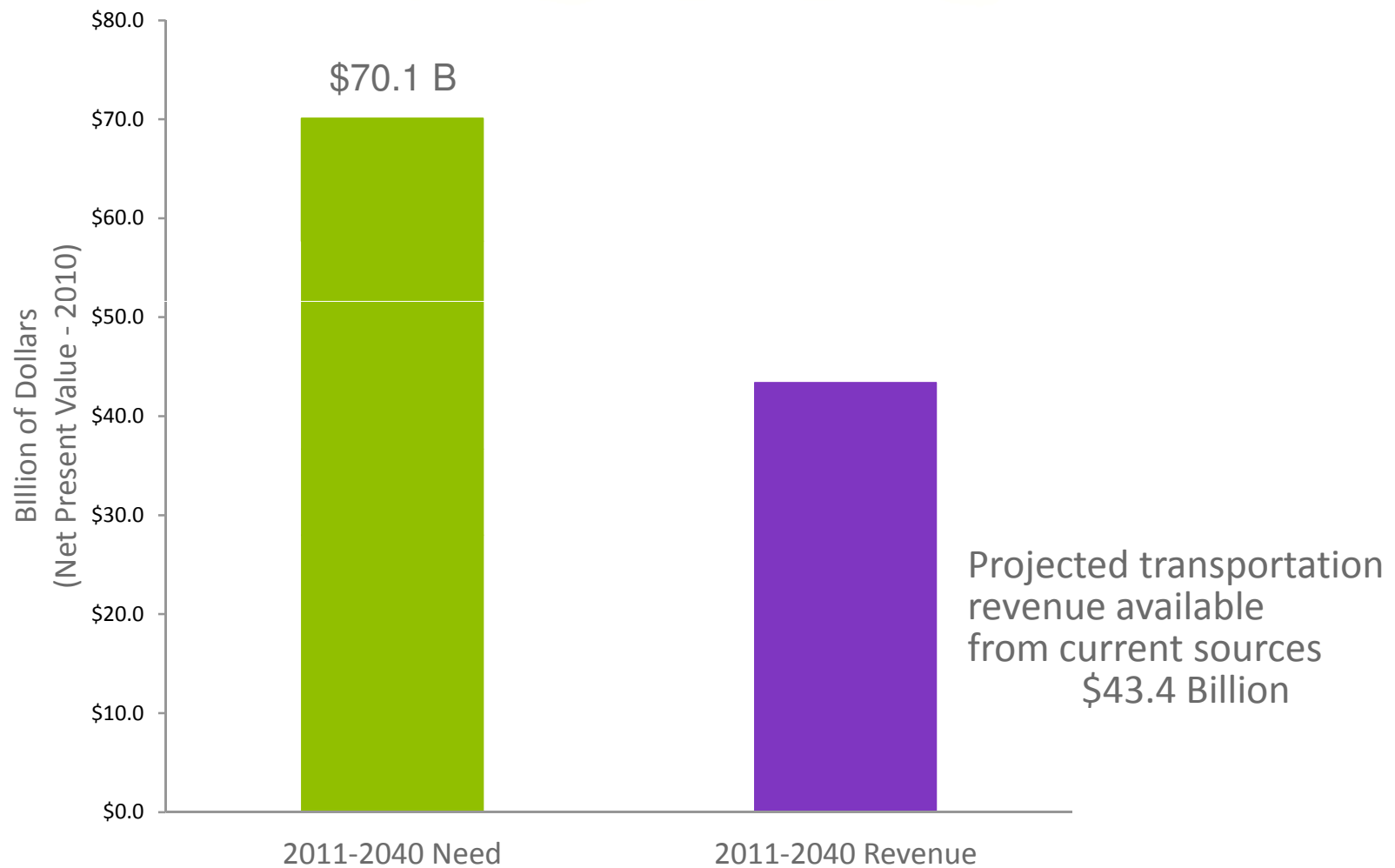
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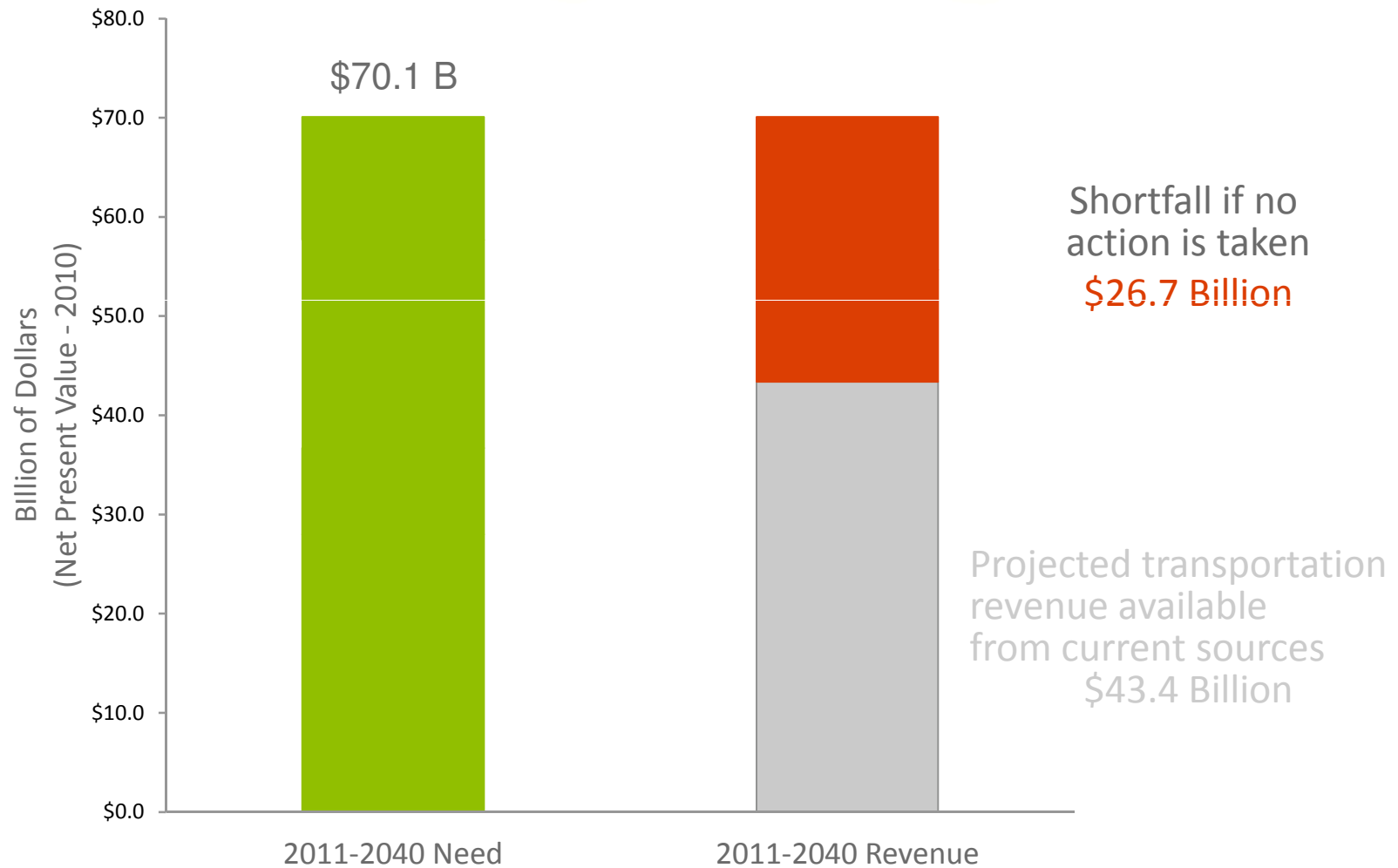
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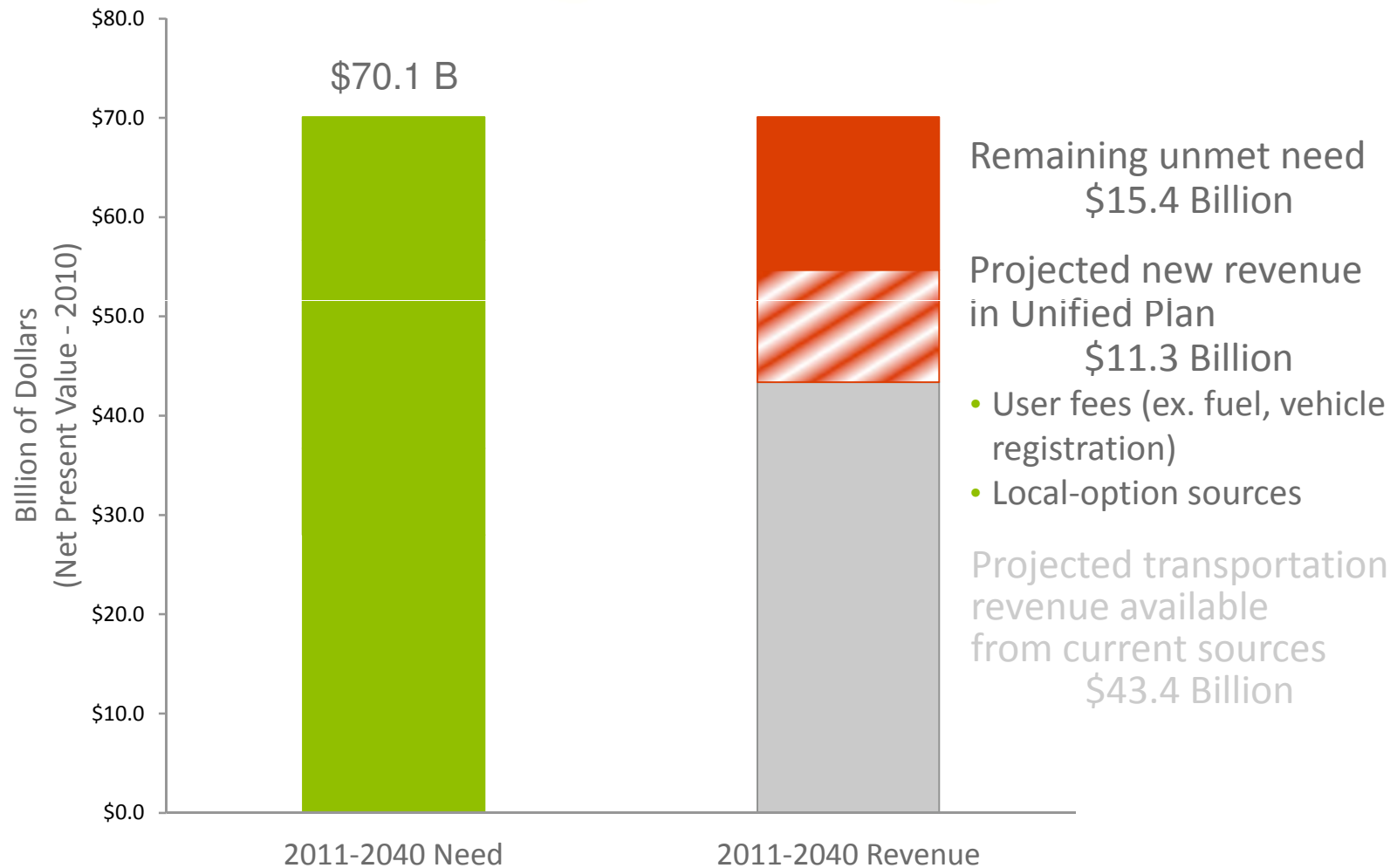
Projected Revenue



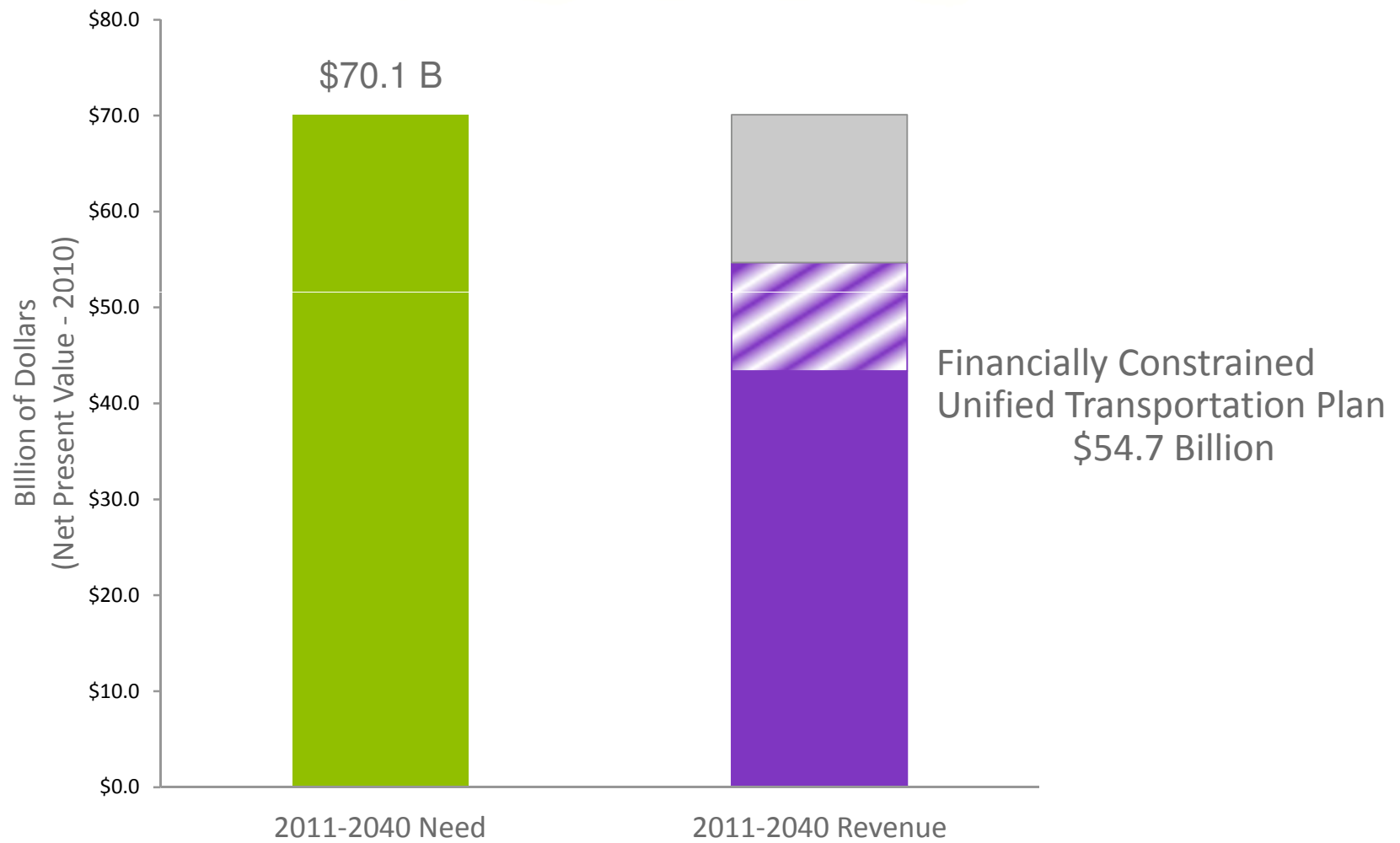
Potential Shortfall



Projected new revenue would partially close the funding gap



Unified Plan



Conclusion



For more information:

- www.udot.utah.gov
- www.cachempo.org
- www.wfrc.org
- www.mountainland.org
- www.dixiempo.wordpress.com

- Utah's existing multi-modal transportation network functions well.
- Transportation investments have been a key part of Utah's strong economy and mobility.
- Population and employment growth will place additional demand on Utah's transportation system.
- Utah's Unified Transportation Plan is a summary of how to best meet future travel demand and maintain an efficient system.